

# Fort McPherson

Zoning and Land Use Blueprint

**Community Meeting**  
**Tuesday April 27, 2010**





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**Meeting Agenda**  
**Fort McPherson Zoning Blueprint**  
**April 27, 2010 - 6:30 pm – 8:30 pm**

- Welcome and Opening Remarks
- Meeting Series Review
- General Provisions
- Survey Comments
- Meeting Wrap-Up



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## Community Meeting Series Schedule

Meeting Dates:

~~March 10, 2010~~

~~March 17, 2010~~

~~March 24, 2010~~

~~March 31, 2010~~

~~April 13, 2010~~

April 27, 2010

Location: Atlanta Technical College

~~Auditorium~~

~~Moved: Cleveland L. Dennard  
Conference Center Main Ballroom~~

~~Cleveland L. Dennard Conference  
Center Main Ballroom~~

~~Bus Tour of Base 5:30 PM  
Auditorium Meeting 6:30PM~~

~~Auditorium~~

Auditorium

All meetings from 6:30PM-8:30PM



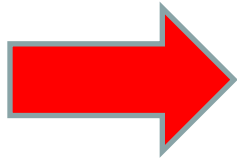
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# **FORT MCPHERSON REUSE PLAN OVERVIEW**

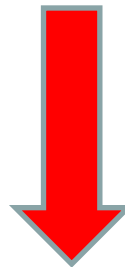


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## CAUSE AND EFFECT



2005 Base Realignment and Closure (BRAC) Commission selects Fort McPherson for closure by September 2011



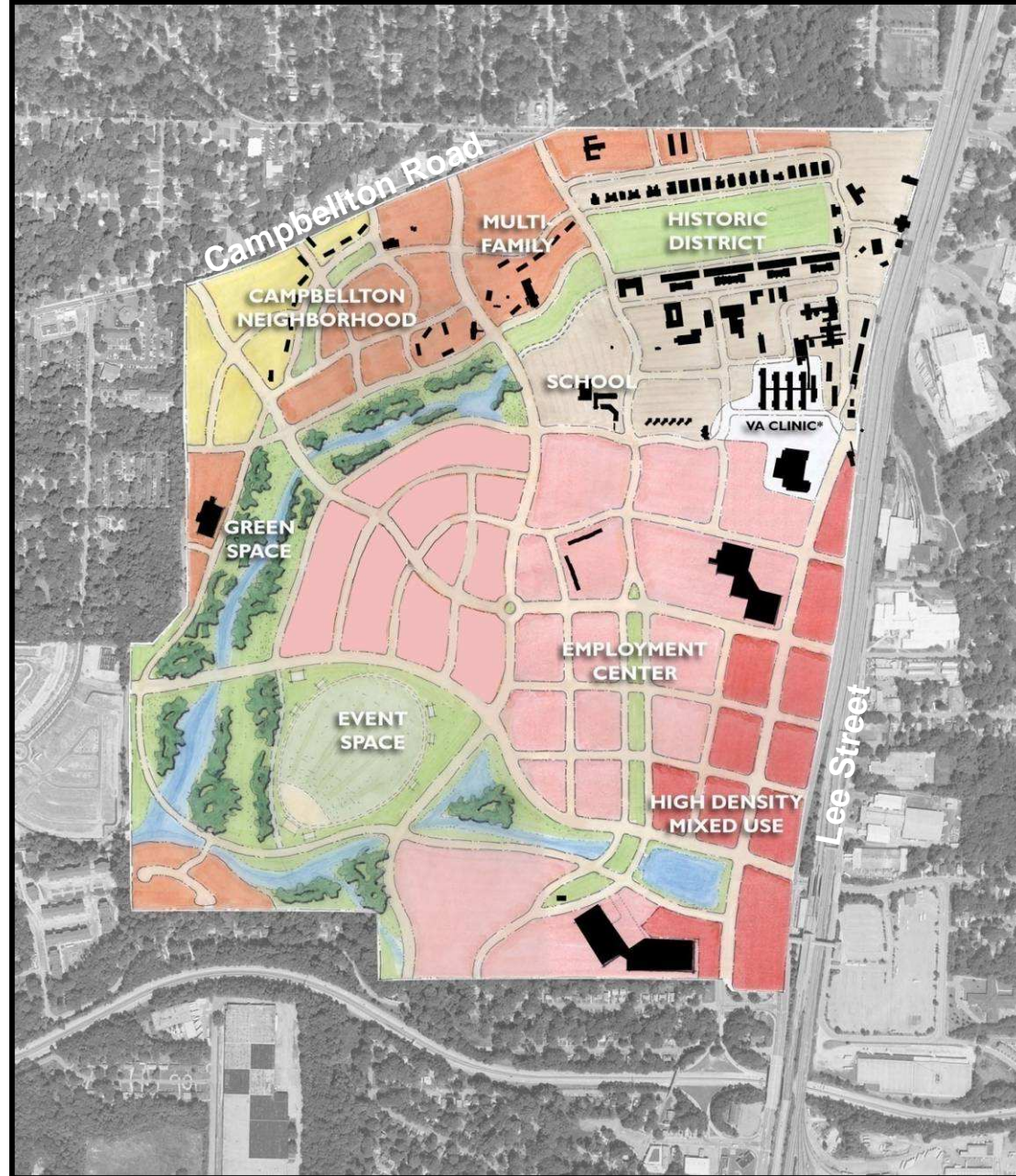
Development of Zoning and Land Use Blueprint prior to Property Disposal





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# LRA-APPROVED REUSE PLAN





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# **ZONING BLUEPRINT**



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# SURVEY RESPONSE REVIEW

April 13, 2010

**29** surveys were returned:

24% of respondents live in NPU-R, -S, or -X

28% of respondents live in East Point

62% of respondents are long-time residents of their neighborhood (10+ years)

58% of attendees were participating in their first meeting

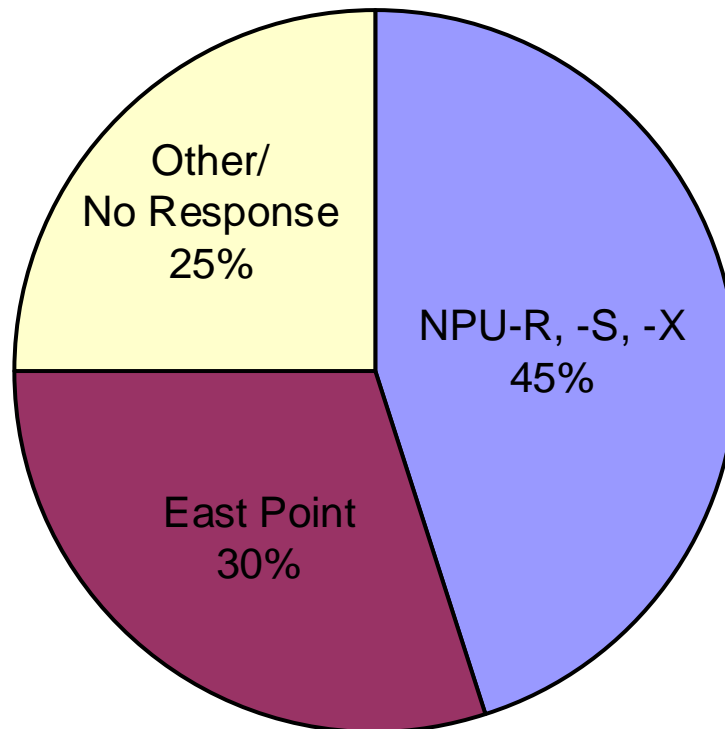




# OVERALL SURVEY RESPONSE

This meeting series has attracted **250** different people and resulted in **276** surveys being collected.

45% of respondents live in NPU-R, -S, or -X  
30% of respondents live in East Point





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## OVERALL SURVEY RESPONSE

This meeting series has attracted **250** different people and resulted in **276** surveys being collected.

58% of respondents are long-time residents of their neighborhood (10+ years)

25% of respondents are non-resident owners of property near Fort McPherson

14% of respondents own or operate a business near Fort McPherson



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## 'PARKING LOT' CONCERNS

Issue	Addressed By
Changes to adjacent property	Comprehensive Development Plan update
Property taxes	Dialogue between Fulton County, City of Atlanta, and Atlanta Public Schools
Improvement of existing homes	Programs administered by the Bureau of Buildings
Traffic and infrastructure	Street framework plans, development impact fees
Jobs	McPherson Implementing LRA and the project developer
Community benefits	Overview of CBAs by Commissioner Shelby and MILRA Executive Director Jack Sprott.



# COMMUNITY BENEFIT AGREEMENTS (CBAs)

- A CBA can be an important tool for a community, but is not a zoning tool. It is negotiated between the community and the developer, and takes place when the developer signs an agreement with the city.
- A CBA is a LEGAL CONTRACT between a developer and a coalition of community organizations. The developer agrees to provide certain community benefits in exchange for the community's support during the approval process.
- A typical CBA will include:
  - community input regarding desirable uses
  - living wage and 'first source' hiring requirements
  - financial support for community programs such as developer-sponsored lending and homeownership assistance programs.



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# COMMUNITY BENEFIT AGREEMENTS (CBAs)

## **Local Example: Wal-Mart at The District at Howell Mill**

- Wal-Mart collaborated with the Northwest Community Alliance on features the community wanted inside the store such as a deli.
- Wal-Mart adapted the exterior design to help it blend into the neighborhood.
- Wal-Mart donated funds to 12 local organizations.
- The project developer made a donation for improvements to Berkeley Park.

## **National Example: The Staples Center CBA, Los Angeles**

- Developer assessed local green space needs and made donation to help address them.
- Set goal that 70% of jobs would pay a living wage.
- Created a first-source hiring program targeting job opportunities to local residents.
- Set standards for responsible contracting and leasing decisions by the developer.












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# OVERVIEW MAP OF PROPOSED DISTRICTS



## LEGEND

### DISTRICTS

	Historic District
	Residential District
	Main Street District
	Employment Center District
	Green Space District





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# HISTORIC DISTRICT

Preserves and protects existing historical buildings and structures while allowing for adaptive reuse and infill with compatible uses.







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# RESIDENTIAL DISTRICT

Provides for a variety of residential uses that support the redevelopment of Fort McPherson and that are compatible with existing surrounding neighborhoods.

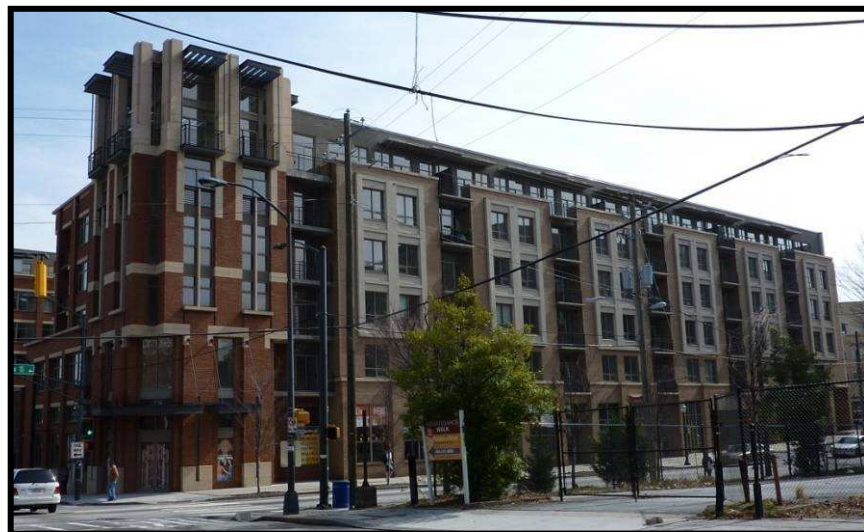






# MAIN STREET DISTRICT

Provides for a mix of business and residential uses that provide services and create gathering places for both residents and the surrounding community.







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# EMPLOYMENT CENTER DISTRICT

Provides for future employment opportunities through a compatible mixture of research and development, office, light industrial, commercial, institutional, residential, and cultural uses.







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# GREEN SPACE DISTRICT

Provides for active and passive recreation opportunities available to residents and the surrounding community.



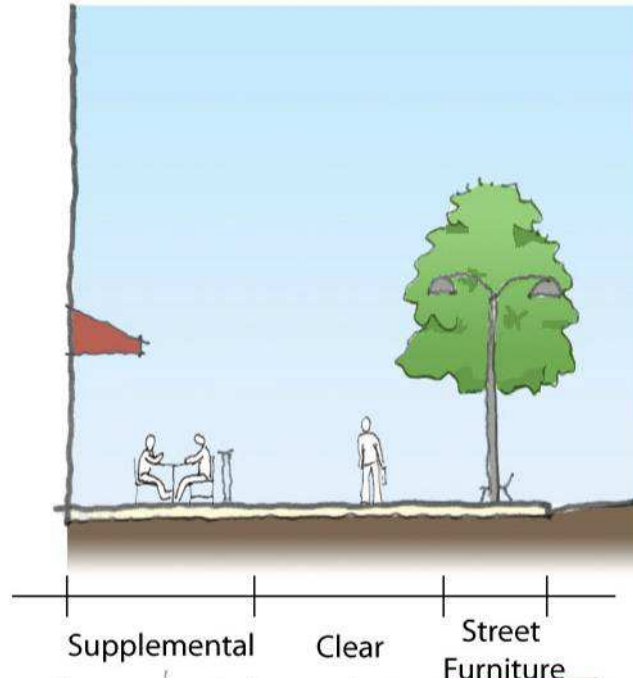


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# GENERAL PROVISIONS



# SIDEWALKS



- Sidewalks consist of a landscape or street furniture zone and clear zone. A supplemental zone varies by subarea.
- The landscape or street furniture zone is adjacent to the curb and is intended for the placement of trees and street furniture.
- The clear zone is adjacent to the landscape or street furniture zone and intended for pedestrian use.





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## SUPPLEMENTAL ZONE

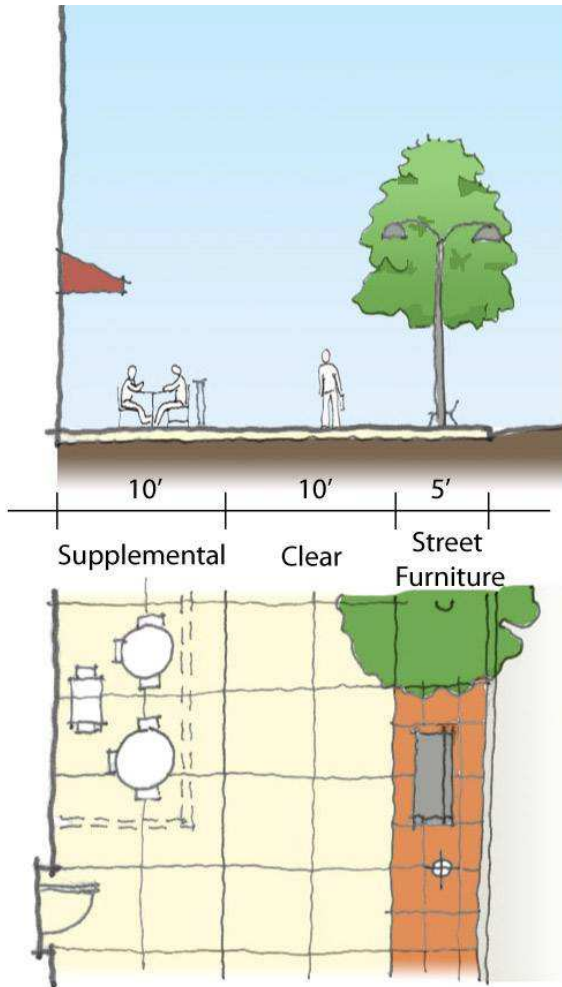


- Located between the sidewalk clear zone and the building façade.
- Hardscaped and used for building access, accessory outdoor dining, sidewalk retail displays, public plazas, terraces, landscaping, sculpture, fountains and lighting.



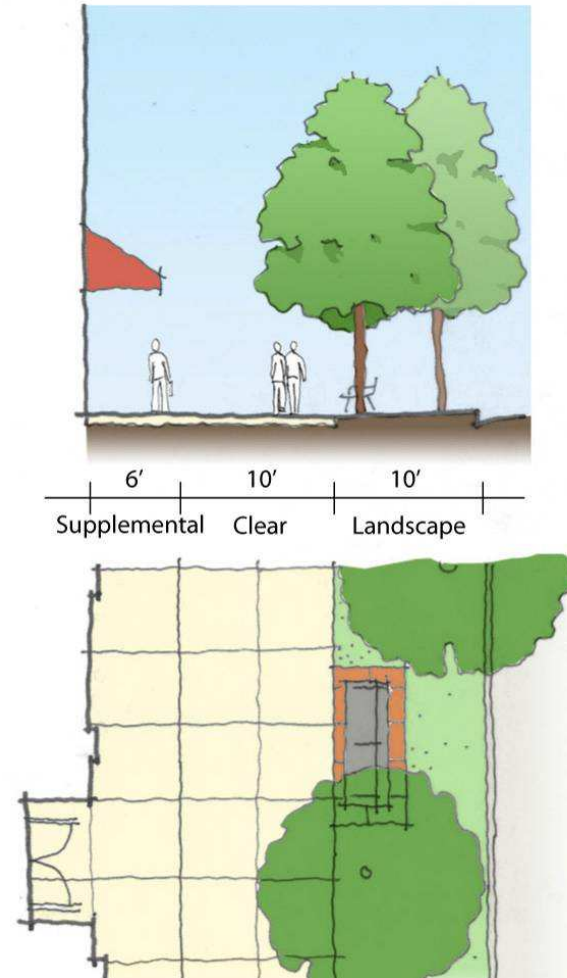
# SIDEWALKS

Main Street District



- Most urban feeling
- Ample space for pedestrians and outdoor dining

Employment Center District

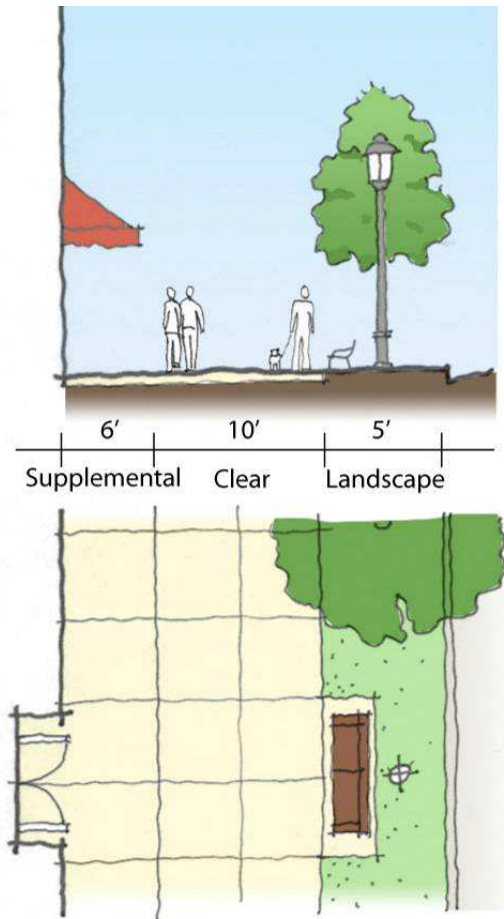


- Campus feel with wide landscape strip
- Ample space for pedestrians and outdoor dining



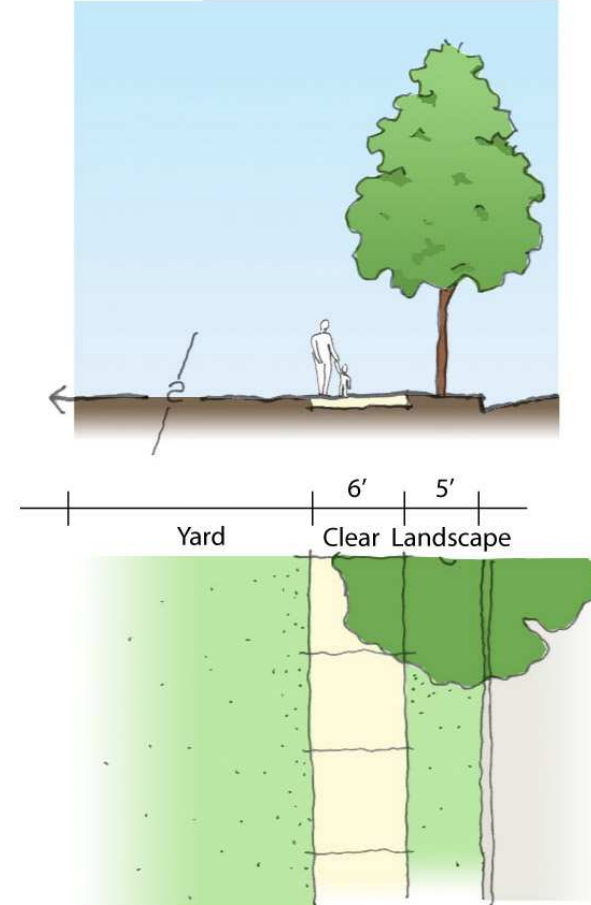
# SIDEWALKS

## A-II Infill Subarea



- Historic small town feel
- Ample space for pedestrians and outdoor dining

## Residential District A-III Transition Subarea



- Typical residential sidewalk design
- Wide enough for two people walking side-by-side



# MULTI-USE TRAIL SYSTEM



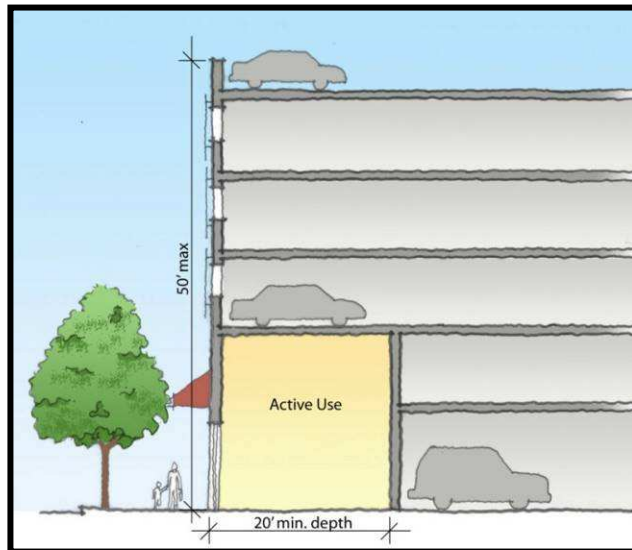
- Multi-use trail system proposed to connect all districts and the surrounding neighborhoods. This system will be a primary feature of the Green Space District.
- Trails should be multi-use allowing for bicycles and pedestrians.
- Specifications for trail width, material, and design will be developed by the Department of Parks, Recreation, and Community Development.





# PARKING DECKS

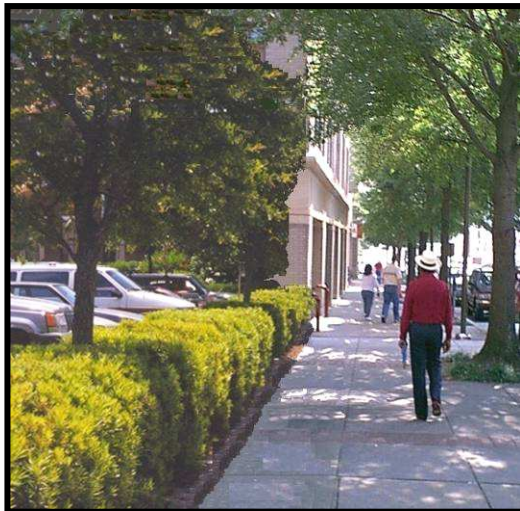
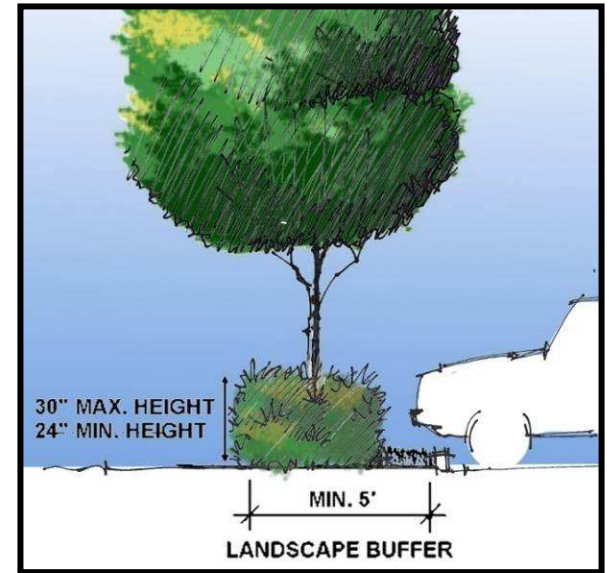
- Parking will be required for each project and may be provided by decks, surface lots, shared parking, or on-street parking.
- Parking decks are proposed to be permitted uses in all Districts with appropriate design controls to minimize their impact on the pedestrian environment.
- Parking decks will:
  - provide continuous street-fronting ground-level commercial or office uses along storefront and main streets
  - conceal automobiles from visibility
  - have the appearance of a horizontal storied building





# SURFACE PARKING

- Surface parking lots will be located behind or to the side of buildings.
- Parking areas next to the sidewalk will have a continuous landscape buffer.
- A common driveway will be used when adjacent lots have direct access to the same street.
- A pedestrian walkway will connect rear parking lots to the public sidewalk.





# BICYCLE PARKING

- All uses except single-family residential will require bicycle parking.
- Bicycle/moped spaces will be located within the street furniture zone or at least as close as the closest automobile space.
- Bicycle/moped parking is determined based on the type and size of the use.
- No fewer than 2 bicycle/moped parking spaces and no more than 50 spaces will be required.







# STREET FRAMEWORK

All new development will require a street framework plan that is reviewed and approved by the Department of Public Works and the Office of Planning.

New public streets, private streets, and alleys will be designed and located based on the proposed uses to be served by such streets, taking into consideration the existing street network, topography, and public convenience and safety.

New streets will be designed in accordance with the appropriate City of Atlanta standards as identified in the Connect Atlanta Plan and the Street Design Guide adopted by City Council in December 2008.

Commercial Street



Residential Street



*Connect Atlanta Plan Illustrations*



# TYPICAL STREET STANDARDS

The street standards listed below may be modified based on the level of service required for the proposed development.

## Commercial Street



- 10' travel lanes
- 11' center median
- 5' marked bike lanes
- Marked on-street parking

## Residential Street



- 10' travel lanes
- No center median
- No marked bike lanes
- Unmarked on-street parking

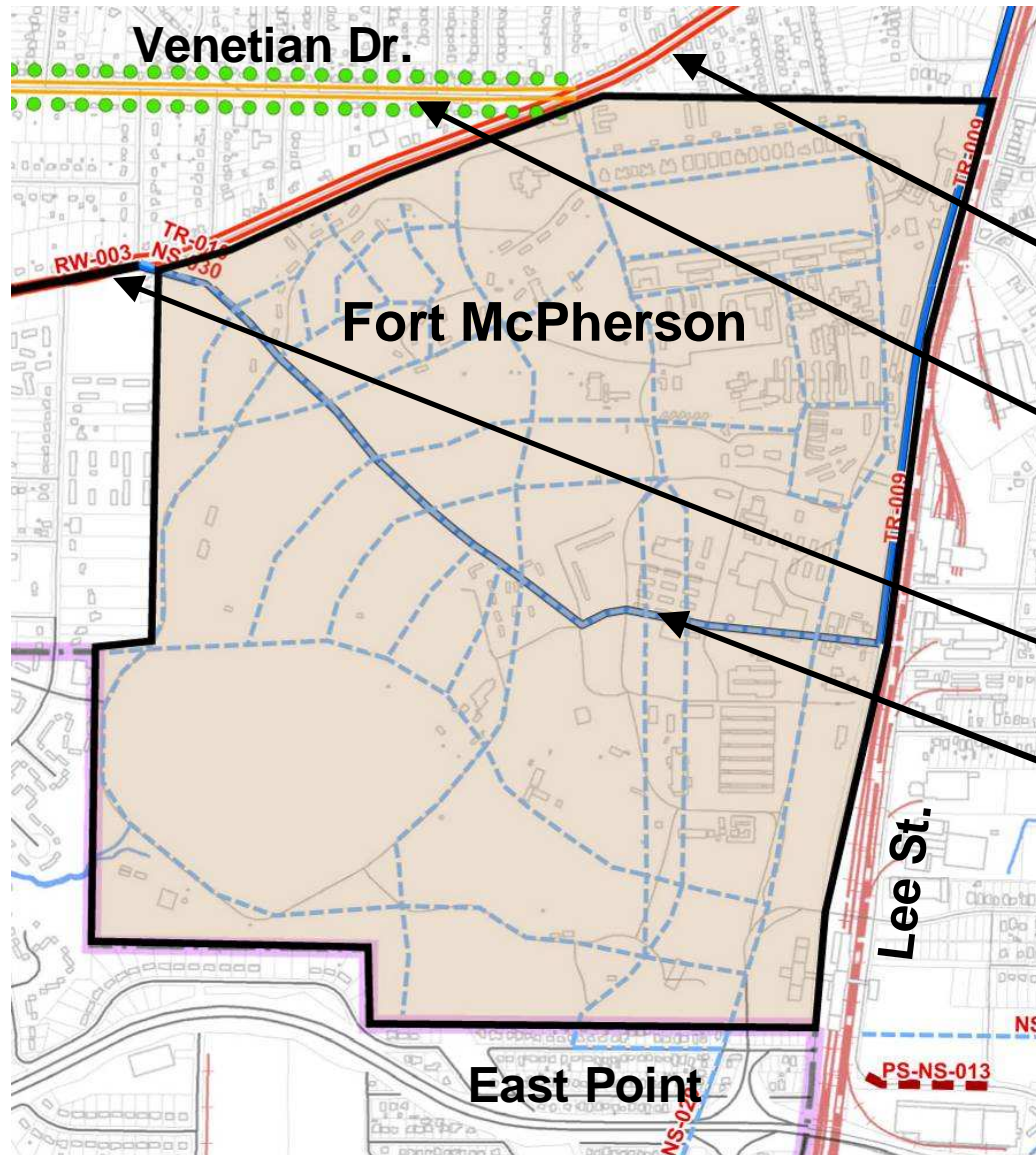




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# SURROUNDING STREETS

From the *Connect Atlanta Plan* Map Book



Bicycle lanes along  
Campbellton Road

'Complete Streets' priority

Campbellton Road widening

Proposed transit link  
between Peachtree  
Streetcar and Campbellton  
Corridor



# SUSTAINABILITY

- The primary goals are to conserve water resources, reduce energy consumption, protect community health, improve mobility, and provide housing accessibility and diversity.
- Use of green building standards such as the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ and the EarthCraft House program are encouraged.



Permeable Paving



Rooftop Solar Panels



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## INTERIM USES

- Allowing for interim uses provides for the ongoing economic viability of Fort McPherson until redevelopment occurs.
- Interim uses may include:
  - existing uses and buildings
  - any new use that is not a permitted use in the Zone District and which is approved by the City through the Special Administrative Permit (SAP) process.
- As an example, a portion of the existing golf course is located in the Employment Center District but will be allowed to continue operation as an interim use until redevelopment occurs.
- A time provision may limit any new interim use to a maximum period of time which may be extended by the City until redevelopment occurs.



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# DESIGN REVIEW COMMITTEE

The zoning blueprint provides for the proposed creation of a Design Review Committee (DRC).

The DRC is an advisory group that provides the opportunity for community involvement in the redevelopment process.

A primary task of the DRC will be to provide formal comments to the Office of Planning on all proposed development applications.

The composition of the McPherson DRC will be determined at a later date.



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# **SURVEY COMMENTS**





# PROPOSED PRINCIPAL USES

Based on the input received from the surveys, the following uses have been identified to be added or removed from their respective subareas:

Uses Added		Uses Removed	
Use	Subarea	Use	Subarea
Library	A-I, A-II	Private Schools*	A-I, A-II
Bookstore	A-I, A-II	Sales & Repair Establishments	D-IV
Community Center	A-II, E-I	Dormitories	C-I
Colleges & Universities	C-I	Auto Parts Store	B-I
Farmer's Market	B-I, E-III	Laundromat	B-I
		BMX	E-I
		Personal Care Homes*	A-I, C-II
		Nursing Homes*	A-I, C-II

\* Special Use

A: Historic District  
 B: Main Street District  
 C: Employment Center District  
 D: Residential District  
 E: Green Space District



## A-III TRANSITION SUBAREA

**57%** of respondents agreed with connecting the A-III Transition Subarea with the existing Oakland City neighborhood to the north, but **32%** wanted more information.





## A-III TRANSITION SUBAREA

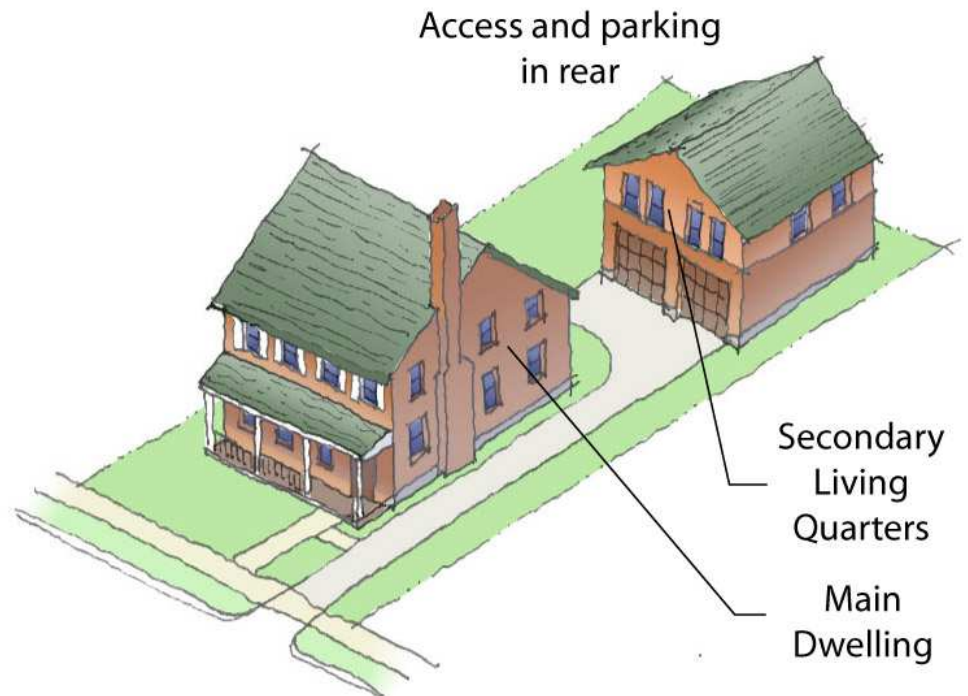
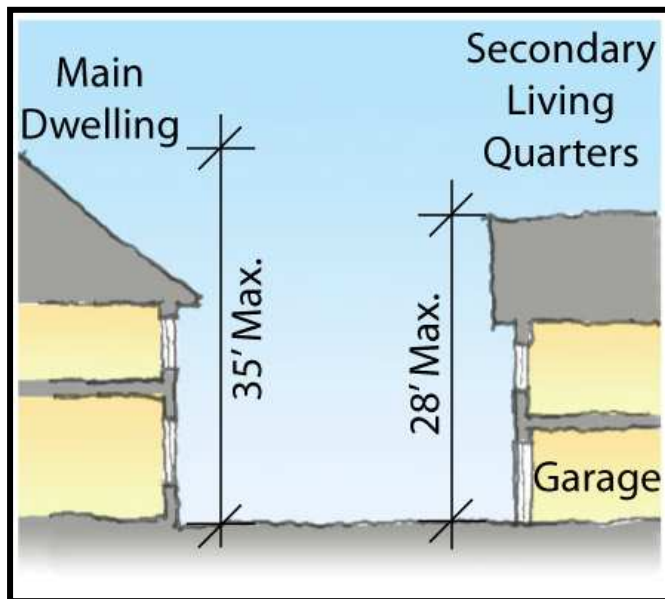
- Connecting the neighborhoods would encourage the revitalization of the area between Campbellton Road and the existing fence.
- Traffic studies and development impact fees would be used to assess existing roads and improve them as necessary.
- The new homes will be restricted in size to reflect the neighborhood context.





# SECONDARY LIVING QUARTERS

Secondary living quarters are independent units that are either a part of the main structure (ex: basement or attic unit with separate entrance) or located in an accessory structure behind the main building (ex: freestanding or above a garage).



**52%** of respondents agreed with the use of secondary living quarters but **27%** disagreed and **19%** wanted more information.





# SECONDARY LIVING QUARTERS

- Secondary living quarters are proposed to include kitchen facilities in order to function as an independent dwelling.
- They have a minimal visual impact on the neighborhood due to their location and size. Access can be through the alley if one exists.
- Parking is supplied on-site or, if capacity exists, can be provided on-street.
- Secondary living quarters create affordable housing options for seniors and others and create a secondary income stream for primary residents to assist with mortgage payments.

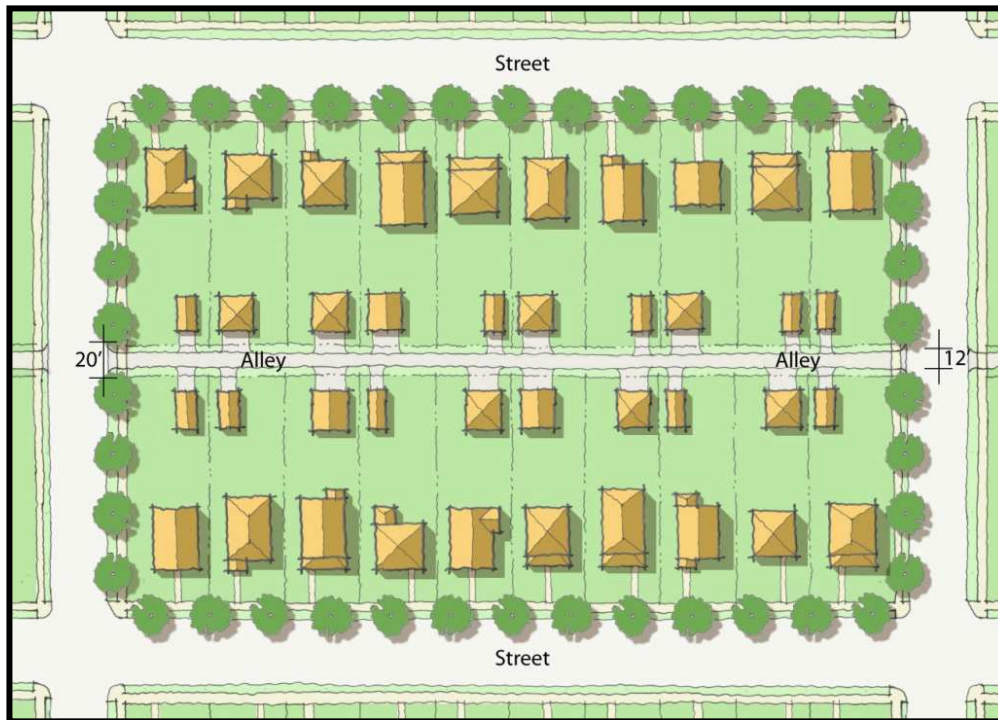






# PRIVATE ALLEYS

**52%** of respondents agreed with the use of private alleys but **32%** disagreed and **12%** wanted more information.



Typical private alley layout



Princeton Village, College Park



# PRIVATE ALLEYS

- Private alleys allow for garages to face the rear yard thereby limiting garages that face the public street. Driveways can therefore be located off the alley instead of cutting across sidewalks as illustrated below.
- The maintenance of a private alley will be the responsibility of the developer or benefiting property owners, **not the City of Atlanta**.
- Secondary living quarters located above garages contribute more “eyes on the street” to observe the alley and promote its safety.
- Crime Prevention Through Environmental Design (CPTED) principles can enhance the security of alleyways. Defining public vs. private space, ensuring adequate lighting, and attractively maintaining the alley all help to increase public safety.



*Street with front-facing garages*



# COMMUNITY GARDENS

**83%** of respondents agreed with this use, but several comments asked for more information and fewer restrictions on size.

- Park Pride operates the City's Community Garden program. Local groups initiate the effort to create one and are responsible for maintenance.
- The size limit per garden is proposed to increase to 2 acres to match Park Pride's standards. No more than 5% of the Green Space District can be used for community gardens.
- Community garden plots typically range from 25 to 400 square feet.



## Community Gardens vs. Urban Agriculture

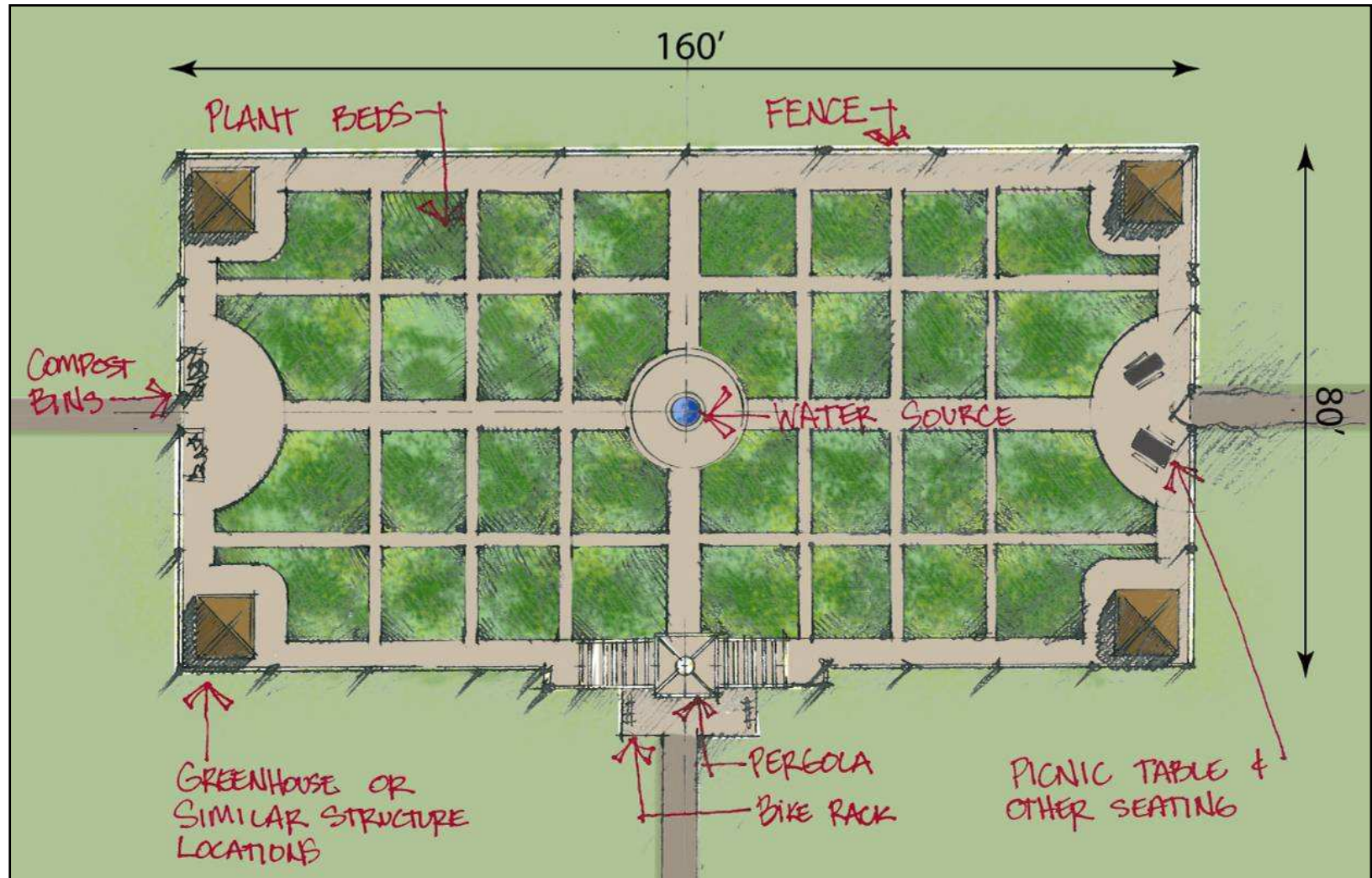
**Urban agriculture** is larger-scale food production that utilizes more intense methods to maximize production on a minimal amount of land. It often uses more land and requires more organization and management than community gardens.





# COMMUNITY GARDENS

32 large plots shown in approximately 1/3 acre garden:





# DOG PARKS

**52%** of respondents agreed with this use, but several comments were made about operations and size.

- The City mandates a minimum of 2 acres in size and the separation of large and small dogs inside the dog park.
- The creation of new dog parks is often community-initiated based on need. The community group is then responsible for maintenance and ongoing management.







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## SCHOOL SITE

The Reuse Plan allows for a potential public school site within Fort McPherson.

For flexibility, the zoning blueprint will allow the school to be located anywhere within the boundaries of Fort McPherson.

When the Atlanta Public School (APS) System determines that a school site is required, APS in conjunction with the City will develop suitable standards to determine the actual location, parcel size and site plan for the school.





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# PUBLIC SAFETY

Public safety and emergency services such as fire stations and police precincts are exempt from zoning regulations and may be located anywhere within Fort McPherson.

The respective departments will identify potential areas for new stations and precincts as they are needed.





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# **SIMILAR REDEVELOPMENT PROJECTS**





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## OTHER BRAC REDEVELOPMENTS

**Lowry:** Air Force Base located in Denver, CO and closed in 1994. Redevelopment is nearing completion. It has added 7000 new jobs and created 4500 new housing units on over 1800 acres.







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# OTHER BRAC REDEVELOPMENTS



Alley Access



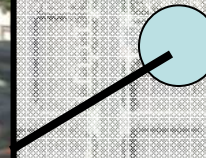
Single-family

Linear Green Space

Multi-family



Neighborhood  
School Site







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## OTHER BRAC REDEVELOPMENTS

**Glenview:** Naval Air Station located outside Chicago, IL and closed in 1995. Redevelopment is nearing completion. It features senior living facilities integrated into the neighborhoods and a “Main Street” retail development.







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# OTHER BRAC REDEVELOPMENTS



Mixed-Use



Townhomes

Play Fields

Green Space







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# BIOSCIENCE DEVELOPMENT

**University Park at MIT:** A 22-year redevelopment project on a former industrial site. It now features bioscience research and office facilities, street-level retail and restaurants, a hotel, and mixed-income residential units. It has become an important part of the neighborhood.







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# BIOSCIENCE DEVELOPMENT



1.3 acre Green Space



Half-acre Plaza



New Residential



Streetscape












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# OVERVIEW MAP OF PROPOSED DISTRICTS



## LEGEND

### DISTRICTS

	Historic District
	Residential District
	Main Street District
	Employment Center District
	Green Space District



# LEGISLATIVE PROCESS

## Draft Zoning Blueprint

- ❖ Presentation of Proposed Blueprint Components
- ❖ Community Feedback
- ❖ Summary of Feedback
- ❖ City Response

## Tentative Legislative Process

- ❖ Introduce draft ordinance-May/June 2010
- ❖ NPU Review and Action-June 2010
- ❖ Zoning Review Board Hearing-July 2010
- ❖ Council Committee-July/August 2010
- ❖ Council Adoption-July/August 2010



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## THANK YOU

Thank you for your participation in this meeting series. We value your input and are using it to improve the proposed zoning blueprint.

Additional information will be made available concerning the legislative process that will include further opportunities for public comment.

City website:

<http://www.atlantaga.gov/government/planning/fortmcpherson.aspx>



City of Atlanta

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